(b) whether the imports result not only delay in the execution of our projects but also proves to be a heavy burden on the foreign exchange earnings;

(c) whether Government have worked out any scheme to provide grant in aid to entrepreneurs who wish to develop and produce some items of equipment and machinery for use in the ship building industry;

(d) if so, whether any headyway has been made in the production of equipment and machinery indigenously, and if so, the details thereof; and

(e) what steps have been taken to develop ancillary industries to develop and produce items of international standard for use in the ship building to save foreign exchange earnings?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir.

(c) The Government have worked out a scheme to provide grant-in-aid to those entrepreneurs who wish to develop and produce items of equipment and machinery for use in the Shipbuilding industry which are not being produced indigenously at present. Grant-in-aid upto 70% of the total development cost is made available for this purpose.

(d) Out of the grant-in-aid provided by the Government, a number of schemes have been commissioned and the following items of equipment have been developed indigenously:—

(i) VHF Equipment

(ii) Survival Craft (fully covered)

(iii) Navigational Lights

(e) The steps taken to develop Ship Ancillary Industries in India include a study carried out to indicate present state of ship ancillary industry in India and issuance of a Press Note on 6th August, 1991 regarding Grants-in-Aid.

The items developed by the Ship Ancillary Industries are subject to quality control and testing as per standards laid down by the National and International authorities such as Directorate General of Shipping, Classification Societies, etc.

राष्ट्रीय रामार्गों को घनी आबादी वाले क्षेत्र से मोड़ा जाना

4028. श्री सुशील कुमार संभाजीराव शिन्दे: क्या जलभूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि कई राष्ट्रीय राजमार्ग शहरों, गांवों और कस्बों के बीच में से होकर गुजरते हैं;

(ख) क्या यह भी सच है कि इनके घनी आबादी वाले क्षेत्रों के बीच में से होकर गुजरने के कारण अनेक दुर्घटनाएं होती हैं तथा कई अन्य कारणों से यातायात को भी रोका जाता है और यातायात अवरूद्ध हो जाता है;

(ग) यदि हां, तो क्या सरकार उपमार्गों (बाई पास) का निर्माण करके इन राजमार्गों को शहरों और गांवों में मोड़ने के लिए कोई योजना तैयार कर रही है;

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं?

जलभूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) जी हां।

(ख) दुर्घटनाओं और यातायात जाम होने के बहुत सारे कारण हैं। इन्हीं कारणों में, घनी आबादी वाले क्षेत्रों से सड़कों का गुजरना भी शामिल है।

(ग) और (घ) आठवीं योजना (1992–97) के दौरान पचास बाईपासों का प्रस्ताव है। तथापि, इन परियोजनाओं की वास्तविक स्वीकृति, समग्र प्राथमिकता और निधियों की उपलब्धता पर निर्भर करेगी।

(ङ) प्रश्न नहीं उठता?

India's Shipping Fleet

4029. SHRI SURESH KALMADI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the average age of the India's shipping fleet and how does it compare to the age of the global average;

(b) whether the age of the Indian fleet has recently been brought down; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The average age of India's shipping fleet is 13 years as compared to the average age of the global fleet of 17 years.

(b) and (c) Yes, Sir. The average age of the Indian fleet was 14 years about two years back, which has been brought down to 13 years. This was achieved by acquisition of 35 new vessels and sale of 27 old vessels.